

Table of Public Comments and Development Services Department Response

Issue Identified	City Response / Change Made in Plans
There are other alternatives with less environmental impact and equal functionality not being considered.	This is a project SEPA analysis and is focused on consideration of short and long term and cumulative impacts associated with one specific proposal. This is not a planning level alternatives analysis. The proposed alignment was selected through past planning efforts where it was compared to several different alternatives and environmental impacts were identified and balanced with other planning objectives as part of the Bel Red and Wilburton/NE8th Street planning programs. No further analysis requested.
NE 5 th Street traffic impacts are not addressed. NE 5 th Street traffic mitigation measures should be included with SEPA analysis but are not assessed in the SEPA checklist.	NE 5 th traffic mitigation has been added to the project SEPA checklist for consideration as part of the environmental review. The Transportation Department has indicated that final NE 5 th Street traffic mitigation efforts will be developed by a neighborhood traffic committee and are planned for implementation with the completion of the NE 4 th Street extension.
LOS will be impacted at key intersections in both the near and long term.	The Transportation Department has completed a Transportation Technical Report that contrasts proposed street changes with existing conditions to identify potential impacts to the transportation network, including impacts to the current and planned LOS. Generally, LOS at key intersections affected by the project will experience a slight increase in delay. However, LOS at the same intersections within the same time period without project implementation generally (with one? exception) experienced a higher increase in delay. With project implementation key intersections through the corridor experienced a more consistent LOS. The project Transportation Technical Report is available as Attachment XX.
The NE 4 th Street extension will impact steep slopes and no alternatives analysis has been presented.	The Transportation Department has completed a preliminary technical feasibility report contrasting alternatives where impacts to critical areas are proposed. The preliminary technical feasibility analysis is included as Attachment 21.

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The NE 4 th Street extension will significantly impact the Best Buy property.	Analysis of socio-economic impacts are not included as part of SEPA review and no evaluation of economic impacts associated with the demolition of existing commercial space (including the Best Buy building) has been completed.
Portions of project have already reached a 100% (final) design status precluding incorporation of findings from environmental review into final project design.	The Transportation Department has provided a memo to the project file clarifying that project design has advanced during environmental review with a focus on improving constructability. The Transportation Department intends to incorporate the findings and requirements of both NEPA and SEPA review into the final construction plans prior to final submittal for construction permit and bid advertisement. The project status memo is included as Attachment XX.
An EIS should be prepared to address the environmental impacts of the project in conjunction with other projects in the vicinity.	This is a project level SEPA review of the selected alternative alignment for the NE 4 th Street/120 th Ave Corridor Project. The focus of this project environmental review is the identification and analysis of potential impacts associated with a specific street alignment. As part of the planning process that preceded this project level review, non-project analysis was completed and FEIS issued with the adoption of both the Wilburton/NE 8 th Street and Bel-Red Subarea Plans. Impacts identified through this SEPA analysis are not considered significant and are anticipated to be mitigated through the application of City codes.
All non-fish passable culverts within the project area that convey streams and could be used by salmon should be made fish passable.	The Transportation Department has clarified that all culverts conveying streams characterized by fish habitat will be made fish passable if affected by the proposal.
Streams that meet the criteria of WAC 222-16-031 should be treated as fish bearing streams.	The Transportation Department has modified project documentation to include the West Tributary of Kelsey Creek as a Type F stream.
The project is within WRIA 8 and mitigation efforts should be located within WRIA 8, not WRIA 9.	The Transportation Department has provided additional mitigation concept detail. Mitigation efforts will follow mitigation sequencing concepts and will take place in the same sub-basin as unavoidable impacts.
Elevated levels of zinc and copper – impacts to fish populations. Section 5.1.2 of the	The Transportation Department has provided a supplemental water quality

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Water Quality Technical Report identifies an elevated level of dissolved metals in stormwater that will flow into Kelsey and Sturtevant Creek. Both of these streams contain fish habitat and have a documented fish presence.	impacts analysis indicating that elevated levels of zinc and copper are expected to be nearly instantaneous in duration and immediate dilution to non-toxic levels is expected. All points of discharge with elevated levels of zinc and copper are located outside of areas of known fish use.
Sturtevant Creek Fish Presence/Absence - Please verify the point of fish presence/absence documentation in Sturtevant Creek.	The Transportation Department has verified that other than a non-native goldfish population in Lake Bellevue, portions of Sturtevant Creek upstream of I-405 have no documented fish presence.
Please provide a copy of the City of Bellevue 2001 Electro-Fishing Survey.	The Transportation Department has provided a link to the survey results document.
Please clarify if the project area is within the Muckleshoot Indian Tribe's treaty areas.	The Transportation Department has provided a map from WDFW identifying the project is within the Muckleshoot Tribe's treaty areas.
The proposed project will impair the current functions and values of Lake Bellevue and harm the properties that surround it.	The project proposal does not include changes to Lake Bellevue or its associated wetlands. As a street expansion project, the proposed project will increase the width of the Right-of-Way where additional area is required to accommodate the alignment. The project will also add to the total area that is discharged to Lake Bellevue. Expansion of the public Right-of-Way is expected to be minimal and where necessary will be offset through a property acquisition program. Discharge of stormwater from new and replaced impervious surfaces requires mitigation in accordance with the City of Bellevue Surface Water Engineering Standards. A technical memo outlining the project's approach to meeting drainage requirements is included as Attachment 20.
The proposed project will have negative impacts by reducing the quantity and quality of water inputs into the Lake and downstream.	As a street expansion project, the proposed project will increase the width of the Right-of-Way and add to the total area of impervious surface that is discharged to Lake Bellevue. Discharge of stormwater from new impervious surfaces requires treatment in accordance with the City of Bellevue Surface Water Engineering Standards. A technical memo outlining the project's approach to meeting drainage requirements is included as Attachment 20.

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<p>The project will generate additional chemical, petroleum, heavy metal, and organic pollution and impact the water quality of Lake Bellevue.</p>	<p>New pollution generating impervious surfaces must meet City of Bellevue Surface Water Engineering Standards. A technical memo outlining the project's approach to meeting stormwater treatment requirements is included as Attachment 20.</p>
<p>The documented contamination of soils that will be exposed during construction require special consideration that go well beyond the scope of a CSWPPP or a TESC.</p>	<p>The City of Bellevue Clearing and Grading Code (Bellevue City Code section 23.76) does not specifically address contaminated soils and the City does not regulate the collection and disposal of contaminated soils, although the applicant must verify as part of the construction process that proper disposal protocol for contaminated soils is followed. Collection and disposal of contaminated soils is regulated by the Model Toxics Control Act through the Washington State Department of Ecology Toxics Cleanup Program. The Transportation Department has anticipated that contaminated soils could be disturbed as part of the construction process and has indicated that ongoing soils monitoring will be employed to identify areas of contamination and that the construction contractor will be required to complete a Contaminated Soil and Groundwater Handling Plan and a Spill Prevention Control and Counter Measures Plan to ensure hazardous materials are handled in accordance with State and Federal laws.</p>
<p>The proposed project will fill one of Lake Bellevue's last remaining wetlands and intercept subsurface water flows and de-water the construction site, further reducing water inputs into the lake.</p>	<p>The proposed alignment does include the filling of Wetland A, an isolated depressional wetland. The applicant has demonstrated that due to alignment and engineering constraints the impacts to Wetland A are unavoidable. Mitigation of impacts is proposed at an advanced ratio to compensate for lost wetland and buffer area. Stormwater collected in the area of fill will be directed to Lake Bellevue maintaining the Lake's water input from this area. The Transportation Department has provided a preliminary technical feasibility analysis in outlining the site's constraints and design limitations. The preliminary technical feasibility analysis is included as Attachment 21.</p>
<p>The proposed project will have negative</p>	<p>Construction of the proposed alignment will</p>

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impacts by reducing and degrading available habitat within and around Lake Bellevue.	require the removal of several significant trees throughout the corridor although through refinement of alignment the Transportation Department was able to shift the alignment to avoid impacting important clusters of existing significant trees. Where native significant trees that provide structure in a habitat corridor are planned for removal, mitigation is proposed. The Transportation Department has submitted a habitat analysis and significant tree inventory that includes proposed mitigation measures intended to preserve and replicate habitat resources where impacts are expected. The tree inventory and habitat report is included as Attachment 25.
The proposed project will exacerbate existing access problems by moving the road access even further south and thereby extending the distance and increasing the hazards of the access route. The turning moments and other access issues for our community onto the newly widened five lane road will require special consideration, especially considering our single access condition. The proposed project has not adequately addressed this issue.	The Transportation Department has indicated that the existing north driveway that provides access to the Lake Bellevue community through a curb cut off of 120 th Ave NE will remain as a right-in right-out point of access. To improve access to Lake Bellevue, a new signalized intersection will be placed at on the west side of 120 th Ave NE at approximately NE 10 th Street giving signalized access to the internal parking and circulation areas of the Lake Bellevue community.
The proposed project poses risks to the stability of our soils through alteration of groundwater flows and construction vibration potentially impacting overwater pile supported structures and unstable parking areas.	The Transportation Department has evaluated potential impacts to the pile supported structures in Lake Bellevue. A vibration technical report was prepared addressing different methods of construction including recommendations for construction practices to abate impacts to the pile supported structures from vibration. The vibration technical report is included as Attachment 9.
The additional traffic created by the project will have local air quality affects.	The Transportation Department has prepared an air quality technical report that identifies potential impacts to air quality. The project is not expected to cause or exacerbate a violation of ambient air quality standards. The air quality technical report is included as Attachment 6.
The proposed project will increase glare and light pollution.	Comment noted. Landscaping and urban dosing requirements are intended to minimize the effect of glare and light pollution.

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The proposed project will pose additional and potentially serious construction related impacts such as access interruption, dust, noise, and sediment flows.	Comment noted. City of Bellevue Construction Codes are designed to identify and abate impacts and conflicts. See attached staff report for a list of construction permits required.
The project's land use impacts have not been fully considered in previous environmental documents. The project will profoundly alter the long-term land uses of the sub-area, but could also create an opportunity for a redeveloped, mixed use, well planned and designed urban community.	This is a project level SEPA review of the selected alternative alignment for the NE 4 th Street/120 th Ave Corridor Project. The focus of this project environmental review is the identification and analysis of potential impacts associated with a specific street alignment, not implications of previously concluded land use and zoning decisions that were supported specific non-project SEPA planning and environmental analysis, including issuance of Environmental Impacts Statements
The project's specific relationship to the proposed East Link rail route and stations has not been analyzed.	The Transportation Department project design team has been in close communication with the Sound Transit design team. As both projects have been in preliminary design stages as design advances additional coordination will be necessary.
The proposed project's segmentation will create negative traffic impacts as each of five separate phases goes through its own project level review and construction.	The project has been designed to be constructed in up to 6 stages, with each stage self-contained and (forward) compatible with both current and proposed conditions.
The project will negatively impact pedestrian uses. No consideration has been given to preserve or enhance connections between local residential and business uses.	Sidewalks, crosswalks, and bike lanes are proposed for the full length of the corridor. Currently the corridor is only partially served by sidewalks and bike lanes.
The proposed project will negatively impact existing local businesses. Several businesses will be condemned and parking and access will be reduced along the route.	Analysis of socio-economic impacts are not included as part of SEPA review and no evaluation of economic impacts associated with the demolition of existing commercial space has been completed. Planned impacts include unavoidable changes to the frontage of existing commercial properties where landscaping, parking, and points of access will be modified to facilitate the expanded right-of-way and integrate with the expanded corridor design. Impacts to the functionality of existing commercial properties are addressed through proposed project mitigation designed to avoid creation of a nonconforming condition for each property impacted by the corridor expansion.

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<p>The project is a wide auto dependent road that will preclude many potentially viable residential and mixed use development opportunities, even as it seeks to enable one large re-development at the Safeway Distribution Center. In effect, the property rights and quality of life of many individual property owners, including ourselves, will be sacrificed for a speculative single use and a transportation and planning approach that is becoming increasingly outdated.</p>	<p>Planning for the redevelopment of the area and was done as part of the subarea planning effort for the Bel-Red and Wilburton subareas. These transit oriented planning efforts included recommended transportation infrastructure improvements designed to improve mobility through a multi-modal network. The NE 4th Street 120th Ave NE Corridor project is a priority project necessary to facilitate additional steps towards redevelopment.</p>
<p>The proposed project has been submitted for review as a single phase, the first of five phases. The SEPA checklist is limited to that first phase. However, the attached technical documents appear to analyze the impacts of the entire corridor project including all five phases.</p>	<p>This is an error in drafting of responses to elements of the SEPA Checklist. The Transportation Department has corrected the SEPA Checklist to focus on the entire project corridor. The revised SEPA checklist now gives equal consideration to each stage of the project.</p>
<p>The alternatives examined by the City were too narrow, and appear to be based on a predetermined outcome.</p>	<p>This is a project SEPA analysis and is focused on consideration of short and long term and cumulative impacts associated with one specific proposal. This is not a planning level alternatives analysis. The proposed alignment was selected through past planning efforts where it was compared to several different alternatives and environmental impacts were identified and balanced with other planning objectives. No further analysis requested.</p>
<p>The City's "No Effect" Letter is in error. The Biological Resources Technical Report upon which it is based includes several incorrect facts regarding Sturtevant Creek, fish barriers, and downstream impacts to salmonid species of concern.</p>	<p>The Transportation Department has verified that other than a non-native goldfish population in Lake Bellevue, portions of Sturtevant Creek upstream of I-405 have no documented fish presence.</p>
<p>The City erred in its determination that its stormwater flow control and water quality standards would not apply to most of the impervious areas of the proposed project.</p>	<p>New impervious surfaces must meet City of Bellevue Surface Water Engineering Standards. A technical memo outlining the project's approach to meeting stormwater treatment requirements is included as Attachment 20.</p>
<p>The City should consider using its SEPA substantive authority to apply more effective stormwater conditions such as requiring water quality treatment for runoff from all of the project's impervious surfaces.</p>	<p>Stormwater treatment requirements are found in the Bellevue City Code (BCC) section 24.06 and in the City of Bellevue Utilities Department Storm and Surface Water Engineering Standards. The City of Bellevue standards follow the requirements of the 2005 Washington State Department of Ecology Stormwater Management Manual</p>

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	for Western Washington. A technical memo outlining the project's approach to meeting stormwater treatment requirements, consistent with the Bellevue City Code and the Stormwater Management Manual for Western Washington is included as Attachment 20.
The City needs to mitigate traffic on NE 5 th Street to reduce cut through traffic into the Wilburton Neighborhood.	Consistent with the information provided in the project SEPA checklist, as part of the proposed project mitigation will be implemented to minimize potential cut-through traffic from 120th Avenue NE through the Wilburton Neighborhood via NE 5th Street. A traffic committee has been formed consisting of resident volunteers who worked with the City in developing options for addressing cut-through traffic as a result of the Wilburton Connections projects (widening 120th Avenue NE and extending NE 4th Street from 116th to 120th Avenues NE). A questionnaire mailed to area residents in May of 2011, indicated support for a one-lane zone on NE 5th Street between 120th and 124th Avenues NE to discourage cut-through traffic. A one lane zone will require vehicles in both directions to stop at approximately the Bellevue School District Maintenance Facility and allow only one vehicle at a time to pass. The intent of this measure is to cause enough delay for drivers, that they stay on the surrounding arterial streets and avoid using NE 5th Street as a bypass. This mitigation measure will be implemented prior to construction of NE 4th Street – Stage 4, as a pilot project and evaluated before determining if it becomes a permanent improvement. Neighborhood Traffic impacts for 124th Avenue NE south of NE 8th Street have not been evaluated as part of this effort. Additional studies and work with the Traffic Committee would be needed, as well as funding if mitigation measures were recommended. Before moving this direction, discussion would be needed to determine how 124th Avenue NE (currently a collector arterial) should function within the transportation system for the Wilburton area.
Many trees are being removed and tree	Unfortunately to expand the street tree

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replanting is inadequate.	removal is required. The street section design that is under review adheres to the City's policy of improving urban landscape to the extent possible on all projects. Requirements for street trees and boulevard treatments for 120th Ave NE and NE 4th Street are addressed in the Comprehensive Plan. The purpose of right-of-way is vehicle and pedestrian thoroughfare. In this case, the inclusion of a pedestrian path in addition to the expanded road section does not leave excess space that is sometimes found in other less developed right-of-way sections that are not fully built out.
What protection will the city offer regarding hours of construction?	Construction noise is addressed under BCC 9.18 and enforced by the City's Development Services Department Code Compliance Division.
How will project timing ensure the project is implemented and built at the appropriate time with regards to other adjacent projects/activities?	<p>Project priority and funding was identified to balance timing of capacity needs, as well and minimizing impacts to adjacent neighborhoods. 120th Stages 1 and 2, and the extension of NE 4th Street were fully funded for design, right of way and construction in the 2011-2017 Capital Investment Program. Through design and coordination between projects, to minimize impacts to adjacent neighborhoods, and ensure the roadway network was in place, construction of 120th Stages 1 and 2 was identified to occur prior to the extension of NE 4th Street. Construction for future phases of 120th and the 15th/16th corridor will occur at a later date prior to or in conjunction with future development (Sound Transit East Link and/or the Spring District) . Hence 120th Stage 3 and 15th/16th were funded in the 2011-2017 Capital Investment Program for a portion of design only.</p> <p>NE 15th/16th construction:</p> <ul style="list-style-type: none"> • NE 15th/16th Street is not presently fully funded through construction – a portion between 120th/124th is funded to 60% design and west of that to 15% design. • As NE 15th/16th is not fully funded, and the design is currently only 15% complete, to complete engineering, complete the acquisition of needed right-of-

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	<p>way, permit approvals, etc. is expected to take anywhere from two to three years and contingent on funding.</p> <p>Other streets planned for connection to 120th:</p> <ul style="list-style-type: none">• The Bel-Red plan reflects a number of internal street connections, which include the following:<ul style="list-style-type: none">o NE 15th Street to 120th and 124th Avenueso NE 16th Street to 120th and 124th Avenueso NE 18th Street to 120th and 124th Avenues
To whom should one take concerns about construction noise and routes for vehicles carrying gravel, etc., and when?	<p>Please see the City's Noise Ordinance BCC 9.18. Typically noise is limited to specific levels and hours. Exception to these levels and hours can be granted on a case by case basis when specific criteria are met. Transportation network impacts during construction are managed through the Right-of-Way permitting process where detour routes are determined and signage requirements are established. In some cases, traffic control requires use of certified flaggers or off duty police officers to help control traffic.</p>